PRICE FIVE CENTS.

ORDERED FROM PEKIN

Ministers Refuse to Go and Reported Safe There Now.

A NOTICE OF WAR BY CHINA?

Not Yet So Accepted Officially by the Governments.

Conference of Cabinet Officers in Washington

Decides to Await Full Advices From Min ister Concer-Relief at the Report of His Safety, Which is Accepted as True-Every Effort Being Made Now to Communicate With Him-Force That Relieved Seymour Pushing On to the Chinese Capital-Capt. McCalla and Eneign Taussig Among Our Wounded in the Fighting Under Seymour-Excellent Work of Our Marines. WASHINGTON, June 30 .- Three official de-

spatches came to the Government to-day which asserted positively that Minister Conger was in Pekin and unharmed. These were from Rear-Admiral Kempff at Taku, James W. Ragsdale, United States Consul at Tien-Tsin, about whose safety doubts were entertained up to this morning, and Joseph H. Choate, Ambassador of the United States in London. Another nessage received by Wu Ting-fang, the Chinese Minister, and laid before the State Department by him, was to the same effect. He said he had received it from a reliable private source in China.

Mr. Choate said that he had it on reliable authority that the Foreign Ministers were safe in Pekin on June 25. The State Department knows who Mr. Choat's informant is, and while declining to give out the despatch or the name of the official or other person who sent the news, asserts that the source is thoroughly trust-

Admiral Kempff and Consul Ragsdale say without qualification that the Pekin Ministers are "still there." Admiral Kempff's despatch

"Ministers Pekin given twenty-four hours leave on 19th. They refused. Still there.

"Pekin relief force got half way, attacked by Imperial troops on 18th. McCalla's command had + killed, 28 wounded. McCalla and Ensign Taussig not seriously. Now over fourteen thousand troops ashore. Commander Wise commands at Tong-Ku in charge of transportation, rail and river. Combined nationalities to operate railroads."

This is Consul Ragsdale's message:

"TIEN-TRIN, June 27. 'To Hay, Washington.

"Siege of Tien-Tsin raised. Troops sent for the relief of the legation returned in rain, fighting seven separate battles. American loss t killed, 38 wounded. On the 19th Ministers given twenty-four hours to leave Pekin. Refused. [Signed] RAGSDALE." It will be noticed that Consul Ragsdale places the American casualties higher than does Admiral Kempff, there being a discrepancy of 3 killed and 13 wounded in the number given by ach. There were only 100 men in Capt. McCalla's American detachment, and even Kempff's report that there were 29 casualties hows an enormous proportion of loss.

Every effort to get news of Minister Conger nd the other Americans in Pekin is being ande by the Government. The official depatches show that the message received here Minister Wu Ting-fang several days ago, sted Pekin, June 19, and signed by the Tsung-Yamen, or Foreign Office, was authentic nat despatch said that the Ministers, after reesting that Admiral Seymour's column be mitted to Pekin, and receiving the Chinese vernment's refusal, were preparing to withw. It did not appear from the despatch other the Ministers had received their passts or had been merely requested to leave insure their safety, or whether they were ting ready to depart because of the refusal he Government to let Seymour enter, or use they considered that the demand for surrender of the Taku forts, of which they heard, meant war between the Powers and a. After referring to the news of the dedat Taku, the Tsung-li-Yamen says in its age to Minister Wu: "This looked like an ion, and we communicated the fact to the In Ministers in Pekin. They are to leave short time with their guards for Tien-

iew of to-day's developments, establisha authenticity of this despatch, the requoted have a deep significance. They te that the demand on the Chinese comer at Taku was considered by the Chinese nment as an act of war, and that the sents of Admiral Kempif and Consul ale that the Ministers "were given -four hours to leave Pekin on the 19th." in date of the Tsung-li-Yamen's mestean that their passports were handed to sign diplomatic representatives, a virtual tion of hostilities.

nment officials consider it extremely e, therefore, that China has been waging war against the European Japan and the United States for the ays, but in view of the decision of the es of State, War and Navy this suppo-Tat be confirmed before the United in a position to engage in hostilities hinese Government.

whest safeguard against war rests in the mement of the Powers, including the

Rates via New York Central City account of National Democratic Fill by sold July 1st, 2d and 3d. Good frago or St Louis. Call on any New Jayent.—Ads.

United States and Japan, to use their forces in China only for the protection of foreign interests and to restore order. While the reports about the state of affairs in Pekin and the attacks on Seymour's column furnish the excuse that some foreign Governments may desire to wage war on China for selfish ends, the hope is expressed here that the Powers will continue to act concurrently and that no radical action will be taken until there has been an international

ENVOYS HELD AS HOSTAGES?

That Is the Most Hopeful View in Europea

Special Cable Despatches to THE SUN

LONDON, June 80.-The most hopeful view held by any one in European diplomatic circles is that the Chinese Government is holding the representatives of the Powers as hostages presently be dictated from Pekin. This theory is hopeful, however, only in a humanitarian the most difficult conceivable. The resolute, tiger-epirited woman, who, there is no reaso o doubt, still dominates China, would by such a move put the civilized world, ever assuming that it is working in perfect har mony, into the gravest dilemma.

The news of the relief of Admiral Seymour's allied forces, which is the only fresh intellidence of the week, sourcely mitigates the abxiety of the European Governments, for it than ever. There is no more talk anywhere of the good faith of the Chinese Government It by, no means follows that the worst has hapened, for it is beginning to be generally believed that a deep Oriental plot underlies the whole crisis, and it is hardly compatible with the lowest Chinese intelligence that the Ministers of the Powers should have been delib erately slaughtered.

The evidence of careful planning is already quite convincing. Admiral Seymour men tions the great collection of modern guns and on at the arsenal where he took refuge. It is now known that the best troops in China were moving toward Pekin week before the Boxer uprising. These include the cavalry from Tartary. who are fleroe fighters, as Lord Elgin found to his cost. It is more than a month since the troops of Hurran, which are the best fighters in the Empire, the Black Flags, whom the French soldiers at Tonquin no longer despise. Prince Tung has also brought some men from the west, and thousands more are following. A whole army corps is in motion in Shang-Tung Prov

It is fully established that imperial troops are actively opposing the foreigners. Therefore, the problem of the allied Powers is clearly defined. It is expected by some, especially by the Berlin Foreign Office, that the next move will be impudent proposals of a compromise from Pekin with an implied threat of reprisals against the imprisoned Ministers and their staffs unless the compromise is accepted. Ther if Chinese expectations are realized the Power will fail to agree and will either fall out among themselves or reach a deadlock, leaving the Empress mistress of the situation

It is now admitted by every one that nothing less than a complete, thoroughly equipped army corps will be adequate if the problem must be solved with force This involves eithe six weeks of delay or disproportionate contribu tions by the Powers The latter proposition is already causing the friction which it was feared could not be avoided. Russia protests against Japan's excessive share, and some mild disputes between the Admirals are reported

The Russian press continues to assert that the Russians are doing all the fighting and its tone toward England this week has been bit terly hostile. A few days ago the report came THE SUN correspondent from a source entitled to respect to the effect that Russia has been making herculean efforts for months pas to rush the completion of her transcontinental railway, that work had been done on the roadbed at many isolated points by an immense force whose operations had been kep as secret as possible and that it was possible to finish the temporary or military railway by the Times St. Petersburg correspondent to day sends the astonishing news that the line connecting Vladivostock and Port Arthur is al-

most finished.

The total length of rails laid on the Man churian main lines at the beginning of April was 828 miles. No more rails could be put down on the southern branch of the east section until the middle section was completed whereas to the northwest of Harbin the work of laying rails has been going on without interruption. It is estimated that altogether about nine hundred miles of the Manchurian Railway have been completed and when two gaps. covering 330 miles, have been filled with a authorities of Amur and Ussuri will be able to send troops from Khabarovka or Vladivostok to Port Arthur and Dalny even be fore the Chinese crisis ends. This part of the line is expected to be ready for traffic before the end of the year. It is evident, therefore, that Russia has been taking no chance

Nothing definite has yet been made pub lic in regard to the conferences of the Powers which have been progressing practically with out cessation for more than two weeks. There is no reason to doubt that all are still agreed on the necessity of a strong invasion of China so long as resistance is maintained. In fact the sending of a strong European and American force to Pekin is the minimum requirement of the situation in every one's view, even though the Chinese attitude should change to an applogetic one and objection to such a move should be made.

But beyond these elementary ideas nothing has apparently been accomplished. No one has yet proposed a conference of the Powers to deal with the whole Far Eastern question. Perhaps all recognize that such an attempt at a solution would be futile and worse than useless while rivalries and national tem-

pers are what they are. Fortunately no Government or people fails to appreciate the momentous peril of the situation for the world at large. Diplomacy is to have its severest test in the very last hours of the century. The Spectator to-day points out a most interesting feature of the crisis when it says:

"At this moment incalculable consequences depend upon the temper of five or six foreign secretaries, and serenity in them becomes almost as valuable as intelligence. The personal equation as a fact in diplomacy has regained most, if not all, of its ancient value, and the character of the individuals who have the first right of coun-elling in international affairs is nearly as important as the character of armies. It is foolish to say that nations govern and that their resolves can be transmitted by post. Nations do not understand the facts, and before they can be made to understand them the individuals who represent them may have committed them irretrievably. A foreign secretaryship for the moment, and the moment may last a long while, has become by sheer events the great . file in every

It might be added that no man's response bility is greater and no man's opportunity so great in this emergency of nations as John Europe kows, and America may well enize the truth, also, that the Chinese

question must be radically settled as the outome of the present crisis. The solution will come best from the man and country who are disinterested. It should come, not in the form of battleships and regiments, but as a mere suggestion. Whoever has the brains and is clever enough to make it will rank as the greatest statesman of the Victorian era. Perhaps those pessimists are right who believe that no peaceable solution is possible In that case we shall have what Europe has long been dreading and preparing for.

Paris, June 30 .- M. Delcassé, the Minister of Foreign Affairs, has received a despatch from the French Consul at Shanghai stating that the Taotal declares that the foreign Ministers at Pekin are safe under the high protec tion of the Empress Downger.

St. PETERSBURG, June 30.-The Novosti says that the official Russian view of the trouble in China is that Russia must play the leading role. The interests of Russia are supreme in northern China and she must have a leading voice in the settlement of the trouble.

FORCE PUSHING ON TO PEKIN.

Our Men's Share in the Relief of Tien-Tsin -The Forces Landed. Special Cable Despatch to THE SUN From a Staff Correspondent of THE SUN.

TAKU, June 27. 4 P. M. via Chefoo, June 28. and Shanghai, June 30, 8:35 A.M.-Col. Schoninski arrived at Taku this morning. He reports that Vice-Admiral Seymour's column has been relieved and is now at Tien-Tsin. The column which relieved Seymour under the Russian Colonel Stoessel is believed to be pressing on to Pekin. In spite of the previous reports there were no Pekin people with Seymour. No detalls have been received here as to Seymour's losses as yet.

The Japanese are now landing 2,000 troops here. The total number of foreigners so far anded is as follows: British, 3,200, Germans, 1,300; Russians, 4,500; Japanese, 3,600; French, 500; Italians, 200; Austrians, 150, and Americans, 330; total, 13,780. This includes approximately 500 Pekin guards and a French battalion of 500 from Saigon which is expected hourly. All the troops are pressing forward as rapidly as

Yesterday the British torpedo boat destroyer Fame ascended the river beyond Tien-Tsin and examined the Hainshung fort. She found it deserted and destroyed it. To-day Lieut. Jayne of the Newark took an armed tug and is examining the river from Taku to Tien-Tsin.

Major Waller's battalion of American marines played a fine part in the relief of Tien-Tsin After the repulse of the Russian and American column on June 21 they retreated to Chung-Lian-Chung, where they received reenforcements which brought their number up to 2,800, with six guns. On June 22 further reenforcements of Russians, Germans and Italians increased the strength of the column to 3.500 At 4 o'clock on the morning of the 23d the force advanced in two columns. Major Waller's force with the British sailormen and the Welsh Fusiliers under Commander Craddock formed the firing line on the river bank.

The Russians, Germans and others took the road where the column had been repulsed on the 21st. This column met the enemy and got oto a fight. Waller rushed to reenfe The American marines volleyed magnificently. The Chinese exploded a mine under the marines but inflicted little damage beyond ome bruises. Then Major Waller rejoined the British and attacked the military college.

While crossing the river Private Hunter of the marines was killed and Sergt. Taylor and Corporal Pedrick wounded.

The column charged the villages near the walled city and entered Tien-Tain in the afteroon. They found the American force there of 200 marines and 200 blue ackets under command of Lieut. Irwin and Cadet Pettingill in good shape. Private Nichols had been killed and one other wounded. The men had plenty of ammunition left. Admiral Seymour was then intrenched eight miles north of the city. He was surrounded and was being shelled constantly.

The breech blocks of the guns of the Chinese lagship have been distributed among the Britsh, German and Russian flagships.

Four Chinese gunboats which were captured by the British have been distributed, one each English retained the other. One of the gunboats was offered to Admiral Kempff, but he declined to accept it.

OUR CAUTION APPROVED.

French Government Sees the Trap Laid by the Chinese Viceroys.

Special Cable Despatch to THE SUN PARIS, June 30 .-- The reserve shown by the Vashington Government against entering the trap prepared by the Chinese Vicerovs is fully appreciated in Paris, where similar caution has een displayed. All cables that emanate from Chinese sources are read with the utmost sus icion and have no effect on the steps that have een taken to assert France's prestige in conjunction with the other Powers in the matter

of restoring ord r. The Figure says the situation in China is too grave to entertain the proposals of the Viceroys to protect foreigners. These proposals cannot regarded as the basis for serious negotia

A Calcutta despatch says that 20,000 native troops are about to start for China. The number causes some surprise here.

OUR SMALL FORCE IN PEKIN.

Capt. Myers in Charge of the American Marines There-Delayed Despatch From Kempff. Special Cable Despatch to THE SUN.

CHEFOO, June 25 .- Admiral Kempff writes to United States Consul Fowler here as follows: "Since communication was interrupted on June 10 we have received only one Pekin des patch dated June 12. There is no later direct indirect news from United States Minister Conger. Four hundred and thirty foreigners, including fifty-six American marines under Capt. Myers, went to Pekin to guard the legations. On June 10 100 Americans joined 2,400 others an ! started to relieve Pekin, with Chinese sanction. On June 12 they were at Lang-fang. Since then they have not been reported. They had a week's supplies. Notify the Governor of Chinan Yamen that any news he can obtain or that is obtainable, or any effort possible to relieve the legations should be done at any hazard. All our energies here are necessary to relieve Tien-Tsin." The above has just been received by a Japa-

Carl H. Schultz's Artificial Vichy. Scitzers and Carbonic, in Quart and Pint Bottles for out-of town shipments. All orders gromptly attended to. Carl H. Schults, 430 1st av.—

BOXERS RAIDING CHEFOO NOW. Shan-Tung Province in Revolt and Me of Poreigners Threatened To-day.

Special Cable Despatch to THE SUN. LONDON, July 1 .- A despatch from Shangha says that the German coal mines near Ichow-fu Shan-Tung, have been burned. The Governor of Shang-Tung sent a cavairy escort to conduct the Germans to a place of safety. The Boxers attacked and looted Chin-Chow and destroyed the mission.

The Governor has also notified the people of Chefoo that he is unable to protect that place, as the whole province s in arms. The rebels are destroying the mi-sions and the foreigners are escaping under the escort of Chinese soldiers. Interruption of t legraphic communication between Chefoo and Shanghai is hourly expected.

march northwest of Shanghai-with notices fixing July 1 as the date for the massacre of all foreigners and the burning of all residences and buildings. I he railway from Taku to Tien-Tsin bas been restored. Organized attacks on the Port

Russians busy. They have already killed twelve of the rebels. BERLIN, June 30. - In view of the possibility of danger to Christian missions in Shan-Tung, the Government has instructed the German Governor of Tsin-Tau to take the necessary measures for their protection immediately, in

CAPTURE OF THE ARSENAL. British Officer's Report of the Fighting North- Saale. east of Tien. Tsin.

conjunction with the Chinese authorities.

Special Cable Despatch to THE SUN LONDON, June 30 .- The War Office has reeived the following from Col. Dorward: "CHEFOO, June 30, 1:15 P. M.—The arsenal northeast of Tien-Tsin was captured on the morning of the 27th by the combin d forces. The British forces engaged were the Naval Brigade and one of the English Chinese regiments. All the remainder were he'd in reserve The Nava: Brigade had 4 killed in action and 15 wounded, including 2 officers. The Chinese regiment had no calualties. The latter checked a counter attack by the Boxers on the left flank with heavy loss to the enemy."

BRITISH RE-ENFORCEMENTS SAIL. Forty Maxim Guns and Ammunition Ordered

Sent to China. Special Cable Despatch to THE SUN. LONDON, June 30 .- The cru'ser Argonaut, with 400 marines and 441 seamen, left Portsmouth to-day for China under command of Commander Eustace. Forty Maxims and 5,000,000 rounds of small arm ammunit.on were ordered sent to China

NOT AT WAR. OFFICIALLY.

ecretaries Hay, Root and Long so Agree at

WASHINGTON, June 30 .- The position of the overnment in the Chinese crises, with partic ular regard to the position of the Amerian Minister at Pekin and the killing of American seamen and marines by Chinese forces, which Adi tral Seymour reports were composed partly of Chinese imperia troops, was defined at a conference held to-day by the Secretary of State, the Secretary of War and the Secretary of the Navy, the principal After the conference statements were obtained as to what had been determined, which justify the following as an explanation of the Government's attitude:

the following as an explanation of the Government's attitude:

A state of war involving the United States and China does not exist officially. If Chinese imperial troops attacked the Pekin relief column, that does not constitute a casus bell unless the hostile action of its soldiers was indorsed by the Chinese Government. The statements from official sources that twenty-four hours was given Minister Conger and the other diplomatic representatives within which to leave Pekin were accepted as true, but the assumption of such a seemingly unfriendly attitude by China need not necessarily be deemed a cause of war unless their passports were handed to the Ministers. The three Secretaries could not determine, after rading the message from Admiral Kempff and one practically similar from Consul Ragsdale at Tien-Tsin that the Chinese Government had issued the orders for the Ministers to leave, and it was suggested that perhaps the Boxers had told them to go.

THE IOWA MAY GO TO CHINA. Collier Ordered From Norfelk With Coal for the Fleet.

WASHINGTON, June 30.-Secretary Long today sent orders to the Commandant of the Norfolk Navy Yard for the collier Casar to proceed thence to Taku with a cargo of coal for the United States ships there. The collier Scindia, now on her way from Gibraltar to Cardiff, Wales, to get coal, is also under order to proceed to Taku. These arrangements are the outcome of the rise in the price of coal and the cost of freightage due to the demands of the international fleet in Chinese waters. The Navy Department finds it cheaper to send

The Navy Department finds it cheaper to send its own colliers.

The battleship Iowa, now on the Pacific coast, may be sent to Taku. The Navy Department is considering her assignment to Chinese service, but will wait to hear from Admiral Kempff whether, in view to the accident to the Oregon, he will need another ship.

The training ship Buffalo left Maita for Port Said to-day on her way to Manfia, where she will transfer 400 men to be assigned to ships in the Philippines and China.

The flagship Brooklyn, Rear Admiral Remey, which left Hong Kong to-day for Taku, is not expected to reach her destination for at least eight days as she will coal at Nagasaki.

The gunboat Princeton, which arrived at Hong Kong to-day, will call at Canton and other

The gunboat Princeton, which arrived at Hong Kong to-day, will call at Canton and other Chinese ports to ascertain if American interests require protection from the anti-foreign

M'CALLA AND TAUSSIG WOUNDED. Neither of Them. However, It Is Believed, Is

Seriously Hurt. WASHINGTON, June 30.-It is inferred from Admiral Kempff's statement that Capt. McCalla and Ensign Taussig were wounded; that there were no other casualties among the officers of the American contingent, and that the four killed and the other wounded were all enlisted men. The composition of McCalla's force is no

known here, but it is supposed to be composed of blue ackets and marines of the Newark of bluejackets and marines of the Newark.
Admiral Kempff reported some time ago that
it consisted of 100 men. Major L. W. T. Waller's
force of 139 United States marines, ambushed
near Tien-Tsin, may have been with the column
which went to the relief of Seyniour. Admiral
Kempff has been in-tructed to telegraph the
list of McCalla's casualities as soon as possible.
Young Joseph K. Taussig, the ensign who
was wounded, is a Washington bov. His
father is Commander Edward D. Taussig
of the gunboat Yorktown, now engaged in
carr ing official messages between Taku and
Chefoo. He has a brother who is a Leutenant in the Marine Corps.

REPORTS EX-MINISTER DENBY SAFE

hanghal Correspondent Evidently Refers to Present Minister Conger. Special Cable Despatch to THE SUN

LONDON, July 1 .- A despatch to Dalziel's News Agency from Shanzhai states that Mr Charles Denby, the former American Minister, s "safe," but the correspondent does not say valuable merchandise. ROME, June 30 .- The Italian warships Ver-

suvio and Strombolio sailed for China to-day. Pain's Fireworks Always Please.

Send for mustrated Catalogue. Liberal discount

Ships and Piers Burned at Hoboken.

The Boxers have placarded Kading-a day's

Liners Set Afire by Arthur and Monkden Railway are keeping the Burning Cotton.

WAREHOUSE GONE TOO

Bremen and Main Ships That Perished.

75 MAY BE DEAD ON SAALE.

Drifting Coal Boat Carries the Fire to Governors Island

Plames Started in a Cotton Bale on a North German Lloyd Pier-Water Turned Or Promptly, but It Did No Good-In a Few Minutes the Pier Was Ablaze From One End to the Other-Other Piers and the Ships Lying at Them Aflame Before Any Effective Work Could Be Done-Three Vessels Palled Out Into the Stream-Kaiser Wilhelm der Grosse Saved -- Futile Attempts to Check the Fire on the Saale and the Bremes -The Main Burned at Her Pier-Heart Rending Cries From the Saale-Many Must Have Perished on Three Ships -Persons River Full of Blazing Barges and Lighters

A hundred or a hundred and office perhaps-but it is guessworkand possibly five or six million dollars property, including three fine steamships of the Bremen Line, were lost in the tremendous fire scourged the Hoboken waterfront yesterday afternoon. The steamship Main was burned at her dock with a great number of men aboard. The Saal', now beached the Jersey flats, went down river all afire with fireboats and a fleet of tugs picking off her such men as they could and picking up such as flung themselves overboard to escape the flames. In her hold are many corpses.

It was reported by a tugboat captain who had been alongside the Saale early this morning that there were seventy-five dead men in her forty-five of whom perished when her stern sank after she had been run ashore on the

The Bremen with seventeen living men aboard, penned on one side of her hold, fire aft and forward, and fire above them and on the other side, was beached off Weehawken at night. Fifty tugs hung around ner, striving to put out the fire and cool her off with hundreds of tons of water. The 17 living men talked with the tugboat men through the ports They said the men on the other side of the hold must be dead. Late at night when THE SUN'S tug came away the rescuers had good hopes of getting the living men off alive.

A list of some hundred seamen, firemen and longshoremen rescued, chiefly from the Saale, has been compiled. The fate of the officers of some of the ships is in doubt. It is believed that Capt. Mirow of the Saale is lost.

There were eighteen lighters all told at several piers. Some of them burned and sank near shore. The others, with their cargoes ablaze, floated down stream.

GUESSES AS TO THE DEAD.

It is guesswork to say how many are dead but the lowest guess is 100. There is an unknown umber in the hold of the Saale, and a number. probably great, in the hold of the Main. Many men of the crews were practically homeless, save for the ships, and there is no one to report them missing until a general muster of the crews can be made. odles have been brought ashore:

Charred body of a man, brought to Battery from table by crew of tug Mutual. Trunk of woman, brought to Battery from Saale by crew of tug Mutual.

Body of a man and body of a woman at the Morgue Hoboken. Man Karl Schumacher, Tongshoreman. Bodies of three men at Valencia Boat Club. All were taken from the river. Body at Sperr's morgue, Jersey City.

The fire destroyed all the North German Lloyd piers, a great quantity of cotton-for it was a cotton fire at the start-and the storage warehouse of Campbell & Co. to he north of the pier, a great building full of Fire Chief Applegate of Jersey City said, after

E. & W.

talking with all the people in authority that he could find, that he thought the loss would be "under sixteen million." But he estimated the loss on the burned boa's at \$9,000,000.

which is far out of the way. THE BEGINNING OF THE PIRE.

Fire in a bale of cotton on Pier 3, the most sout erly of the four plers belonging to the North German Lloyd Line, started the conflagration. It was a few minutes after 4 o'clock when O. L. Spengler, an employee of the transportation company which handles the baggage at the North German Lloyd piers, walked into his company's office to count up and to carry away the money which was there. Looking down the pier as he entered the office he saw a bale of cotton ablaze. Having worked about the piers nearly all his life Spengler realized at once that, with so many more bales of cotton near the burning one, the pier and all property on it were in danger. He at once so nded an alarm which attracted the attention of a number of longshoremen on the pier.

The fire brigade of the North Grm n Lloyd Company got out a line of hose and began playing on the burning cotton hale. A strong wind from the southwest was blowing, and the effect of that one line of hose was like the pouring of a cup of water on the flames. In a short time the flames had spread to other cotton bales, and from them to the structure of the pier, and in five minutes, as it appeared to those who were watching. Pier 3 was afire from one end to the

FORTY MEN PURSUED BY THE PLAMES. Capt. Max Moller, the pler superintendent, was in his office on Pier 2, the next pier north to the one where the fire started, attending to the paying off of longshoremen. The fire was well under way on Pier 3 before he knew about it Under his orders an alarm was turned in and the Hoboken Fire Department responded promptly. He ran from his office to Pier 3, folowed by about forty longshoremen, who were waiting for their money.

In trying to find out what the situation on Pier 3 was Capt. Moller and the men with him became shut off by the flames from the yard in front of the piers, and, seeing there was no way out except by the river he called to the longshoremen to follow him. They ran down to the pier head, chased by the flames, and made their escape by jumping to a lighter. From the lighter they were taken ashore by a tug.

When the Fire Department arrived the lames had spread from Pier 3 northward to Pier 2 and were racing for Pier 1. The streams from a score of lines of hose seemed to have no more effect upon them, fanned as they were by the strong wind, than had the water turned on to the first cotton bale. In less than twenty minutes every pler belonging to the North German Lloyd Company was burning, as was | Company. Between the pier on which the fire the pier of the Thingvalla Line next on the

EFFORT TO SAVE THE SHIPS.

Four North German Lloyd liners were lying at the piers. No ship was at either side of the pier on which the fire started. On the south all the Hamburg-American piers by tearing side of Pier 2 lay the Saale. On the opposite down the shed. on the south side of Pier I lay the Kaiser Wilhelm der Grosse. On the north side of Pier 1 lay the Main, a brand-new ship which had

crossed the ocean only twice. As soon as it was seen that a conflagration was threatened the attention of all the employees of the line was turned to saving the ships. The great volume of smoke which nounted skyward and was driven eastward by the wind attracted the attention of every tugboat captain in that part of the river. The stream immediately in front of the burning plers soon swarmed with tugs. Two or ti ree

The Kaiser was the first to connect with it ugs, but after they had made fast to her stern her great steel hawsers were still holding her to the pier. Already the heat had made it impos sible for men to handle those hawsers and cast them loose from the mooring posts.

"Chop the hawsers in two!" yelled some one in the crowd.

It was the work of only a moment to brin axes and stout arms began hacking away at the steel ropes. One after another the hawsers snapped in two, and slowly the great liner

moved out into the stream.

FLAMES ON THE KAISER PUT OUT. Before she was clear of the pier, however, i vas seen that her starboard bow was aftre The crew immediately got to work on that part of the vessel, and by the time she was well out in the stream the fire was practically out. As compared with the other ships the damage to this, the finest steamer of the line and one of

the finest in the world, was slight. AWFUL SIGHT ON THE SAALE While the crew of the Kais r Wilhelm de Grosse was at work on her the crews of the Seale, the Bremen and the Main were doing their best to save those ships. The Saale was the next of the four to get out into the river. As she swung clear of the pier she was a mass of fame and smoke. She was after from stem to stern. Persons affoat and shore heard heartnding cries from the men aboard. Suddenly heads were seen at port holes on the port side and then brawny arms were waving frantically out of the same holes. As the first head appeared a man on a lighter near Pier 2 yelled: "For God's sake, somebody go to the Saale! A lot of the crew are down in the hold."

Tugs ran up as close to the burning vessel as they could and pikes were made fast to some of the port holes. Desperate attempts were made by those at the port holes to get a firm hold on the pikes, but it is feared that many who were in the Saale's hold when she

swung clear of the pier were burned to death. The ship was towed down the river to about opposite Barclay street, and held there until the New Yorker and one other fireboat ran alongside. Great streams of water were im mediately thrown upon her, but they seemed inadequate to check the flames in the slightest

LEFT THE SAALE TO SAVE THE BREMEN.

While everybody's attention was fixed upon the manœuvrings of the Kaiser Wilhelm de: Grosse, which was held in midstream about opposite the pier of the Pacific! Mail Steamship Company, and of the Saale, the crew of the Bremen, assisted by the crews of three or four tugs, were getting her loose from the north side of Pier 2. As was the case with the Kaiser and Saale, the Bremen's hawsers had to be

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chopped before ste could swing loose. One free, she moved out into the stream and was towed over toward the New York shore about

pposite Desbrosses str et. The fireboats, finding they could do nothing to save the Fasle, abandoned her and ran up alongside the Bremen. 'I heir streams had been playing upon the Bremen only a short time before it was obvious that the water was get

ting the better of the fire. FIRE CARRIED TO THE NEW YORK SHORE.

This fact was no sooner realized than a new dan ger threatened. The liner, carried by the river current, was drifting steadily toward the New York shore. Suddenly a gust of wind carried scarks from the burning ship to the roof of the Pennsylvania ferryhouse at the foot of Desbrosses street. More sparks followed the first ones until the roof of the ferryhouse caught ire, and for a short time it was feared that the lames from New Jersey had been borne across

the river to work havoe in New York. The fire on the ferryhouse had hardly started efore men were dashing buckets of water upon . All this time the Bremen was drifting inhore. Finally a great tooting of the New Yerker's whistle brought more tugs alongside the liner. These turs made fast and succeeded after a little in pulling the Bremen nearer the c ntre of the river.

NO HELP FOR THE MAIN.

But by the time any one thought to ask after he fate of the Main she was beyond the possibility of saving. As has been said, she was on the north sid; of Pier i, the most northern of the North German Llo d piers Sne was fitted with what are known as sunsails. As the flames swept northward from one pier to another they found fair fuel in these pieces of anvas, and before any one realized it the ship was aftre from stem to stern. withdrawal of the Kaiser Wilhelm der Gro-se from the south side of the pier took away all the shield which the Main had from the fire, and long before the Bremen even was clear of her pier this new and splendid specimen of marine architecture was aftre in every part. So quickly did the flames catch and hold her that no attempt was made to save her. Moored to her pier she lay and burned to the water's edge. All that was left of her practically was

her hull. THINGVALLA LINE PIER BURNED.

Immediately north of Pier 1 was the pier of the Thingvalla Line. After the fire had swept the North German Lloyd viers and had run riot in hull and rigging on the Main the flames eared to the Thingvalla pier and that piece of property also was destroyed. The steamer Norge of the Thingvalla Line had been lying at the north side of that ier, but as soon as the fire was discovered on Pier 3 of the North German L'oyd the captain of the Norge made quick work of casting his hawsers loose and of running his ship out into the river and so far upstream that she could not possibly be within reach of the flames.

HAMBURG-AMERICAN PIERS SAVED.

As soon as the fire was well started the firemen realized that it would be useless to undertake to fight the fire with the idea of saving any burning property. They, therefore, directed al of their efforts toward saving adjoining property. South of the Norsh German Lloyd piers are those of the Hamburg-American Packet started and the most northern of the pier of the Hamburg-American Line was a wooden shed. At piers south of this shed lay the Phoenicia and the splendid Kalser Friedrich The Chief of the Fire Department believed that with the wind blowing from outhwest to northeast, he could save not only these two ships, but

sent to attack this shed shortly after the fire on Pier 8 got well under way and the result was that the Hamburg-American piers were dam-

aged hardly at all. The two other pieces of property threatened by the fire were Campbell's storage warehouse and the United States bonded stores. Both were brick buildings and both contained large quantities of whiskey and spirits as well as a great deal of cotton. The United States bonded stores were just west of Pier 8. The win! was strong enough to carry the flames beyond this building, so that it escaped any erious damage. It was thought at first that

the Campbell stores would also escape. CAMPBELL STORES BURNED.

Shortly before 5:30 o'clock, however, somebod velled that Campbell's stores were afire. These stores included two buildings. The building furthest south caught fire near the roof at the southeast corner. Just what the flames found in that particular building to feed upon so rapidly no one could tell. In fifteen minutes, however, a dense black smoke poured from the building, greatly hampering the work, of the firemen. Slowly but steadily the fire its way northward through the south buil spread to the building on the north, and by o'clock last night the stores were totally destroyed.

THE PORTSMOUTH IN PERIL. With the destruction of the four piers of the

North German Lloyd Line, the one of the Thingvalla Line and Can.pbell's stores, the fire was brought under control simply because it had nothing more to feed upon. A broad alip north of the Thingvalla Line pler separated that pier from some boat club floats. Just north of the floats lay the old United States sloop-of-war Portsmouth, used as headquarters of the New Jersey Naval Reserve. When it was known that the Thingvalla Line pier was aftre it was feared that the old man-of-war was doomed. The flames were not able to jump the slip, however, and so the sloop was saved. When the fire started on Pier 3 it is estimated that there were about five hundred men, mostly longshoremen, on all of the piers. There were many men on each of the ships, but besides the liners there were half a dozen canal boats and ten or twelve lighters, most of them loaded with cotton, tied to Pier 3 and Pier 2. On some of the canal boats were women and children. On nearly all of the iners there were some women who had gone aboard during the afternoon as visitors. Shortly after the fire started the wildest stories were affoat as to the number of persons who had been drowned or burned to

NUMBER OF MEN ON THE SRIPS

According to the statement of an old employee of the North German Lloyd Company, the following is an approximately correct estimate of the officers and crew of each of the four North German Lloyd ships: Kaiser Wilhelm der Grosse, 500; Main, 160; Saale, 160; Bremen, 150. These figures are for full crews. Yesterday about half of the crews of some of the ships had shore leave. So far as is known, not a life was lost on the Kaiser Wilhelm der Grosse

A BREMEN CABIN BOY'S TALE.

A story from the Bremen was brought ashore by as xteen-year-old boy named Paul Kutza. He was employed as a cabin boy. Soon after the ship swung loose from her pier, Kutza, believing that the vessel would surely be destroyed, jumped overboard. He swam about in the river for a time and was finally picked up by a tug and landed at one of the piers of the Hamburg-American Line. Here is the story

which Kutza to'd a reporter of THE SUN: "I knew the ship was aftre, but I didn't suppose she was afire all over until we got well out into the river. Then I saw the flames come up in a great column a little aft of smidships, and just after that I saw flames in the bow. I was

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